

PATENT CLAIMS:

Claims 1-24: Canceled

25. (New) A gas spring damper unit for a motor vehicle comprising a cylinder casing (1) and a cylinder piston (4) shiftable in the cylinder casing (1) and having a piston rod (5), wherein the cylinder piston (4) is sealed relative to the cylinder casing (4) by a sealing element (12) and wherein the piston rod (5) is connected to the cylinder casing (1) by rolling bellows (8), where by a spring damper chamber (13) becoming smaller upon spring compression and a damper chamber (14) becoming larger upon spring compression are formed, wherein the two chambers are connected by a throttle acting in two directions and disposed in the cylinder piston (1) and wherein this throttle comprises a plurality of overflow throttles (15), each consisting of a bore through the cylinder piston in axial direction, wherein the overflow throttles each comprise at least one area of reduced cross-section, wherein the location (x) of the functionally greatest throttle effect of each overflow throttle is located outside of the radial plane (y) through the axial middle of the cylinder piston 4 and on the same side of this plane.

26. (New) The gas spring damper unit according to claim 25, wherein the location of the functionally greatest flow resistances of the overflow throttle (15) is disposed on the side of the spring damper chamber (13).

27. (New) The gas spring damper unit according to claim 25, wherein the overflow throttles are each in the same way furnished with a cylindrical cross-section narrowing (16) and a cylindrical cross-section expansion (17) with a conical cross-section (18) disposed between the cross-section narrowing (16) and the cross-section expansion (17).

28. (New) The gas spring damper unit according to claim 25, wherein the overflow throttles (15) each comprise a bore hole with a first conical cross-section (19) and a second conical cross-section (20), wherein the two conical cross-sections (19,20) are

disposed opposite to each other in the kind of a Laval nozzle.

29. (New) The gas spring damper unit according to claim 25, wherein flow resistance of each overflow throttle (15) is designed such that the critical Reynolds number for the transition from laminar flow to turbulent flow lies in at least one direction within the pressure difference resulting from a cylinder piston movement within the possible speed range.